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INFORMATION REPORT INFORMATION REPORT

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S E C R E T

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COUNTRY Hungary

REPORT

SUBJECT

MAVAG

DATE DISTR.

28 March 1957

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Locomotive and Engineering Works,
Budapest

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

two reports on the MAVAG Locomotive and
Engineering Works in Budapest which contain information on its departmental
organization, production and labor force.

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INFORMATION REPORT INFORMATION REPORT

SECRETHUNGARYEconomicMAVAG MOZDANY ES GEFGYAR Plant, BUDAPEST.

1. The MAVAG MOZDANY ES GEFGYAR Plant is situated at BUDAPEST IX District, KOBANYA UT 21 - 23. The Plant employs 14,000 workers, working in 3 eight hour shifts, seven days per week. The MAVAG works consisted of the following departments:-

LOCOMOTIVE Department.

BRIDGE CONSTRUCTION Department.

COMPRESSING Department.

PRESSING Department.

MOZDONY MEKANIK. Department.

M.GNET Department.

ENGINE Department.

PUMP Department.

2. LOCOMOTIVE Department:

This department produced the so-called O5 locomotive for the Russians. The O5 locomotive had five pairs of driving wheels. Monthly production was set at 25 locomotives per month, but actual production was 23 - 24. Narrow gauge locomotives for Russian mines were also manufactured in this department. The department suffered 10% - 15% damage during the revolution in October, 1956 and production was set back by about six months.

3. BRIDGE CONSTRUCTION DEPARTMENT:

This department produced parts for bridges and also manufactured cranes. Part of the plant was blown up during the October revolution.

4. COMPRESSOR DEPARTMENT:

This department produced high powered 14 - 16 atmosphere static compressors, and also assembled mobile compressors,

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6 cyl. 105 H.P.

- 2 -

powered by diesel engines manufactured by the CSEPEL motor factory.

5. PRESSING DEPARTMENT;

This department produced chassis for the "CSEPEL AUTOMOBILE"

6. MOZDONY -MEKA.NIKA;

This department manufactured locomotive axles and wheels etc. These parts were also finally machined in this department.

7. M.GNET DEPARTMENT;

This department produced all types of electrical motors and transformers for motor cars.

8. ENGINE DEPARTMENT;

Three types of engines were produced with a total production of 6 motors per week. Details:-

a) LANG Diesel engine

6 cyl. 105 H.P.

105 mm bore x 164 mm stroke.

2,300 R.P.M. Fuel consumption 28 litres per 100 Kms.

b) M.VAG M. 69. Petrol engine

4 cyl. 54 H.P.

76 mm bore x 140 mm stroke.

1,900 R.P.M. Fuel consumption: 28 litres per 100 Kms.

c) RABA. MIROS Group:

(i) RABA MIROS.

105 mm bore x 150 mm stroke.

1800 R.P.M. Fuel consumption 32 litres per 100 Kms.

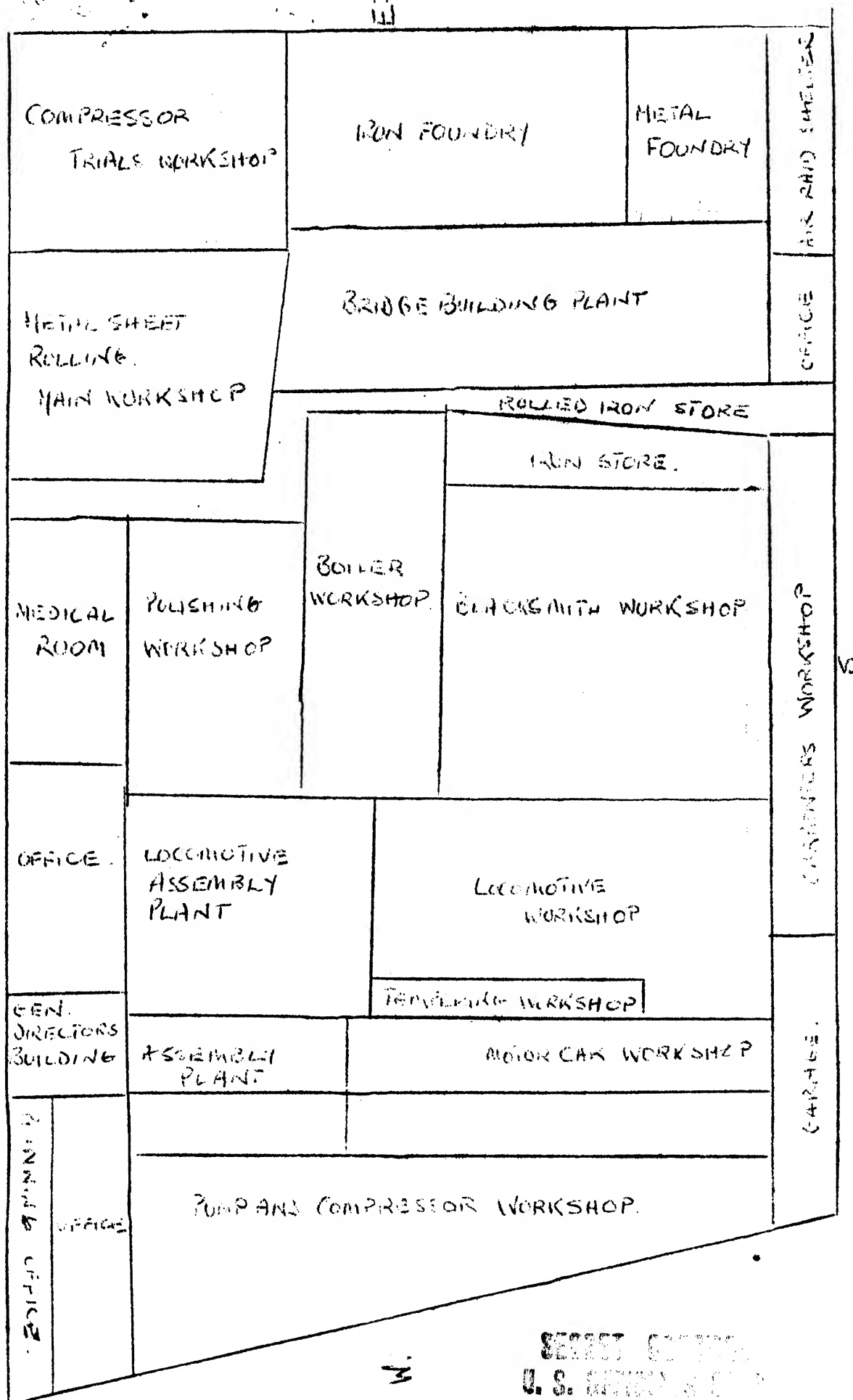
(ii) SUPER - Manufactured in GYOR.

(iii) SPECIAL " " "

(iv) BOTOND. No longer in production.

9. PUM DEPARTMENT;

This department produced the GORUB type high powered pump. Smaller pumps were also produced for fire brigades. Most of the pumps produced by this department were exported to RUSSIA.



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HUNGARYEconomicThe MAVAG Locomotive and Engineering Works.I. GENERAL

In 1949 the production of tractors and lorries was transferred to HOMPTER-SCHRANTZ factory, the name of which was subsequently changed to VOROS-CSILLAG Tractor Factory.

II. DEPARTMENTS

There are three main departments :

1. Locomotives, until the end of 1955 the factory turned out steam locomotives; thereafter diesels. The planned production of diesel locomotives was for 600 h.p. and 2,000 h.p. diesels. The factory worked in conjunction with the adjoining GANZ factory; MAVAG producing frame, undergear and body, GANZ producing the motors.
2. Bridge Factory. This factory also produced electric pylons and in October 1956 there was a contract outstanding for the building of a bridge 25X1
3. Pumps and Compressors. These were mainly produced for military purposes.

III. LABOUR FORCE.

1,600 workers were employed on three shifts on 7 days a week.

IV. PRODUCTION.

25 to 28 locomotives 0-5-0 are produced per month. Of this type, 700 were delivered to the U.S.S.R. between 1948 and 1954 and after being sent to ZAHOMY near CHAP, they were lifted and put on broad gauge bogies. Between 3 and 5 shunting locomotives were also produced per month for Hungary, and between 3 and 6 small gauge industrial locomotives per month.

/PRODUCTION DIFFICULTIES

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V. PRODUCTION DIFFICULTIES

There was a shortage of raw material. Work was also held up

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inefficient.

Work shops were overcrowded and transport

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